

COUNTRY USSR(Ukrainian SSR)

DATE DISTR. 21 March 1952

SUBJECT Pravda Railroad Car Plant at Dneprodzerzhinsk

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25X1C

NO. OF ENCL. 2
(LISTED BELOW)

PLACE ACQUIRED [REDACTED]

SUPPLEMENT TO
REPORT NO. 25X1X

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1. The Imeni Gazeta Pravda Railroad Car Plant was in the northern part of Dneprodzerzhinsk, formerly Kamenskoye, ($48^{\circ}30'N/36^{\circ}37'E$). The plant was founded in 1916 and was considerably expanded between 1932 and 1937. Prior to the war, the plant produced four-axle hopper cars. During the war, part of the machinery was allegedly transferred to the railroad repairshops in Alma Ata ($43^{\circ}13'N/75^{\circ}50'E$). The plant buildings were severely damaged and some were completely destroyed. All installations except the new boilerhouse, the wheel set department, the compressor station and the pump station were reconstructed and production was resumed by October 1948. The remaining departments were being reconstructed in 1948 and have probably been completed.
2. The plant was about 900 meters long and 300 meters wide and covered an area of about 225,000 square meters. The installations of the plant included a Bessemer steel foundry, a forge, a wheel set department, several machine shops, a large assembly shop for partial and final assembly, a woodworking department, a painting shop, and various auxiliary departments. As of 1948, power was still supplied by the municipal power plant. Later, the power was supplied by a new plant-owned power station. The plant had several spur tracks leading to the main railroad lines. *
3. During the last expansion period, from 1932 to 1937, the scheduled production goal was 6,000 four-axle hopper freight cars, but it is not believed that this production rate was achieved before the war. According to available information, the plant no longer produced hopper cars between 1948 and 1950 but produced 60-ton gondola cars exclusively. According to information from Soviets, the four-axle gondola and hopper cars had the following specifications:

| | Hopper cars | Gondola cars |
|------------------------------|-------------|----------------|
| Length from buffer to buffer | 12.4 meters | 13.9 meters |
| Width | 3.2 meters | 3.1 meters |
| Height | unknown | 1.9 meters |
| Carrying capacity | 60 tons | 60 tons |
| Empty weight | 21 tons | 22 tons |
| Volumetric capacity | unknown | 65 cubic meter |

Both types of railroad cars had automatic unloading devices. [REDACTED]

[REDACTED] daily production late in 1947 was ten cars. [REDACTED]
the production increased considerably after 1947 and by 1950 was double the 1946 production. ** The production of gondola cars with a carrying capacity of 100 tons

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was also started on a small scale in 1950.

4. Shipments of raw materials and semi-finished materials, especially steel and rolled products, came from the Imeni Dzerzhinskovo Ironworks which was located near the railroad car plant. The wheels were supplied by the Karl Liebknecht wheel rolling mill in Dnepropetrovsk. The axles were forged in the railroad car plant itself. Also, all small parts made of metal and all the wooden parts were produced in the plant itself.
5. The total number of employees was about 6,000, more than half of whom were women. Work was done in three shifts.

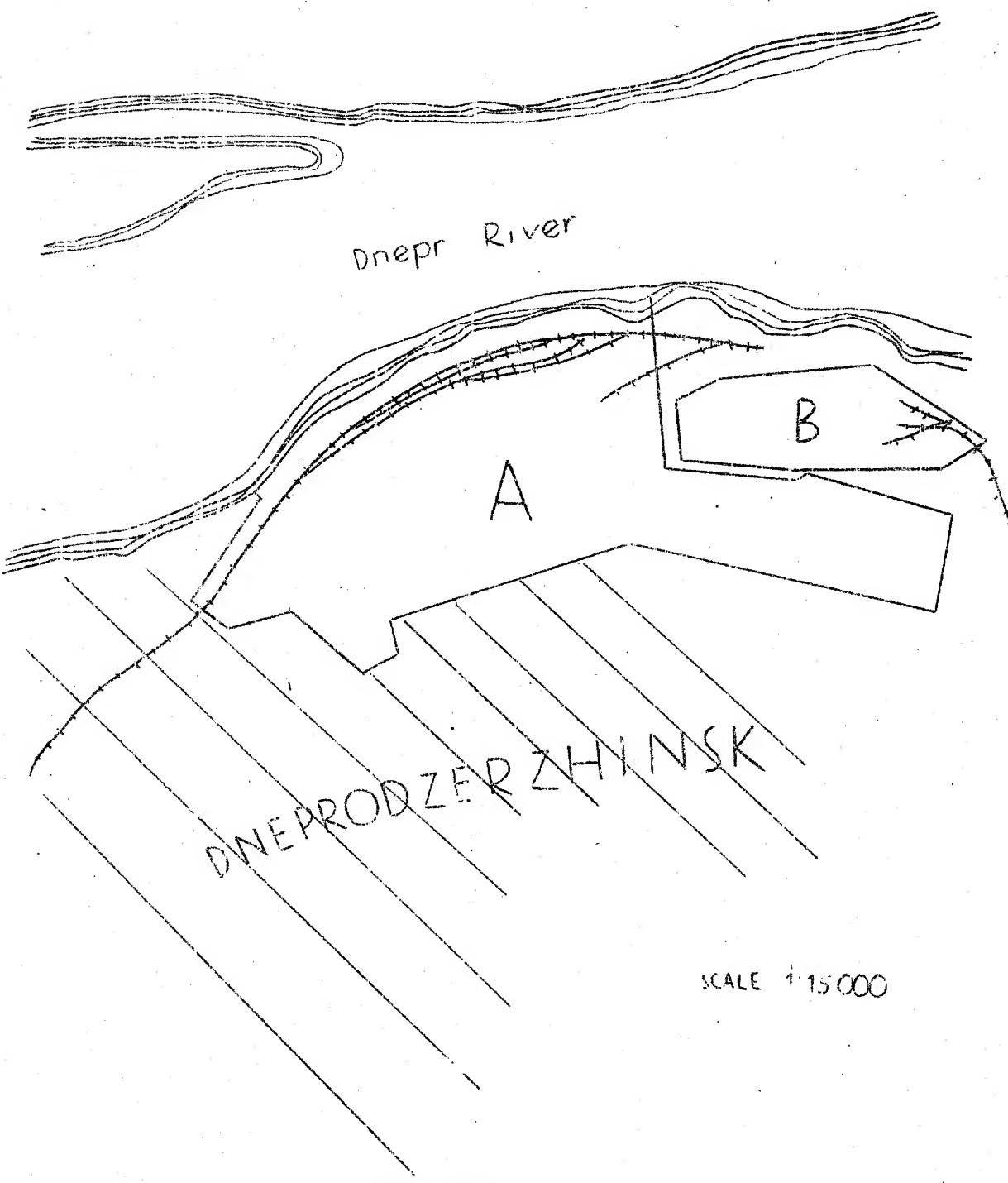
25X1A * [redacted] Comment. For location sketch of the plant, see Annex 1, based on an aerial photograph of 1941. For layout sketch of the plant, see Annex 2, based on information from PWs and on the same aerial photograph.

25X1A ** [redacted] Comment. As this plant was under construction in 1946 and the most important sections of the plant, including the Bessemer steel department, were not put into operation before 1947, the daily output is believed to have been not more than six to seven cars, at best, in 1946. Thus the daily output in 1950 would be about 14 cars, making a yearly total of about 4,000 cars which is still below the scheduled capacity.

2 Annexes: 2 - sketches on ditto.

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Location Sketch of the Dneprodzerzhinsk Railroad Car Plant

"Imeni Sverdla Pravda"

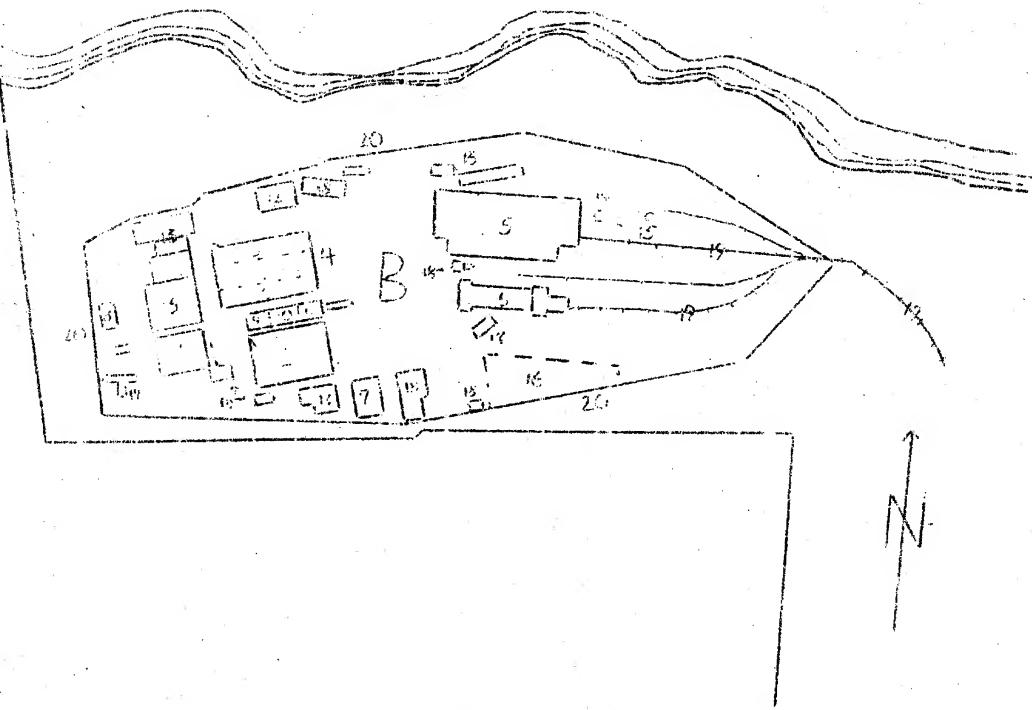
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Legend:

- A. Dzerzhinskovo Ironworks.
B. Imeni Sverdla Pravda Railroad Car Plant.

Hand-drawn sketch of the L'vovskaia Pravda Railroad Car Plant
in Dneprodzerzhinsk.

Dnepr River



DNEPRODZERZHINSK

not to scale

Legend. See next page.

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Annex 2

Legend:

1. Foundry equipped with one or two Bessemer converters.
2. Arde forge and leathershop equipped with several oil-fired annealing furnaces, 4 to 6 steam hammers and several lathes for turning railroad car axles.
3. Machine shop for the manufacture of component parts.
4. Assembly shop.
 - a. Frame construction department with riveting and grinding shops.
 - b. Department for assembling of railroad car bodies, including the manufacture of doors.
 - c. Frame assembly department.
5. Wheel set department. The building was also formerly used for the final assembly of railroad cars. It was still under construction in 1948 at which time only wheel sets were manufactured.
6. Printing shop.
7. Carpentry shop.
8. Laboratory.
9. Compressor station.
10. Boilerhouse.
11. Transformer station.
12. Power station, new structure.
13. Workshops and depots.
14. Pump station.
15. Oil and gasoline storage depot.
16. Food dump.
17. Building office and first aid station.
18. Unidentified buildings.
19. Spare tracks.
20. Tenders.

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